

ROYAL NAVAL DIVISION.  
PUNJAB SCHOOL OF ENGINEERING.  
The Admiralty have given  
Official permission for raising a  
cadet corps of 100 men, which will be  
taught in the Punjab School of Engineering  
at Roorkee, India, and who will serve  
together as a Unit.  
Training is now going forward.  
Applicants desiring to enrol should  
apply at once to  
ROYAL NAVAL DIVISION,  
4, 7 and 8, Old Broad Street, W.  
GOD SAVE THE KING.

# Hongkong Daily Press.

ESTABLISHED 1857.

Registered as a Newspaper at the General  
Post Office in the United Kingdom.

DURESC.  
The Colourwash which lasts  
ten times longer.  
Shade Card submitted upon  
application.  
ALEX. ROSS & Co.,  
Sole Agents.

No. 18,022

號二十二千八萬一第

日三十月正年辰丙

HONGKONG, TUESDAY, FEBRUARY 15TH, 1916.

二拜禮

號五十月二年五國民華中

PRIOR, \$8 PER MONTH.

## THE HOME MAILS.

TO DEPART  
Feb. 15th.—Europe via Siberia, at 11 a.m.,  
per S.S. TENYO MARU.  
Feb. 15th.—Shanghai, North China, Japan  
via Nagasaki, Honolulu, North  
South America and Canada via  
San Francisco, United Kingdom  
via Canada, at 11 a.m., per S.S.  
TENYO MARU.  
Feb. 15th.—Philippine Islands, Japan via  
Moj, Canada, via Victoria,  
B.C., North and South America  
via Tacoma, and United Kingdom  
via Canada, at 1 p.m., per S.S.  
CHICAGO MARU.  
Feb. 15th.—Europe via Siberia, at 3 p.m.,  
per S.S. YINGCHOW.  
Feb. 16th.—Europe via Siberia, at 10.30  
a.m., per S.S. MONTAGNE.  
Feb. 16th.—Shanghai, North China, Japan  
via Moj, Victoria, B.C., Van-  
couver and United Kingdom via  
Canada, at 10.30 a.m., per S.S.  
MONTAGNE.  
Feb. 17th.—Europe via Siberia, at 3 p.m.,  
per S.S. SHANTUNG.  
Feb. 19th.—Salon, Straits, Burma, Cey-  
lon, Aden, India, Western Aus-  
tralia, India, Aden, Egypt, and  
Europe, at 4 p.m., per S.S.  
ANDRÉ LÉON.  
Feb. 24th.—Straits, Burma, Ceylon, Ade-  
laide, Western Australia, India,  
Aden, Egypt and Europe, at 2  
p.m., per S.S. NAXOS.

W.B.—For further returns and for Mails to  
and from the Coast Ports, Manila,  
Siam, etc., see the Post Office Notice  
on the last page of this issue.

## INTIMATIONS

GREEN ISLAND CEMENT COMPANY  
PORTLAND CEMENT.  
In Casks 375 lbs. net.  
In Bags 250 lbs. net.  
SHEWAN TOMES & Co.,  
General Managers.  
Hongkong, 9th December, 1914.

## PEAK TRAMWAY COMPANY LIMITED.

### TIME TABLE.

| WEEK DAYS.               |                     |
|--------------------------|---------------------|
| 7.00 a.m. to 8.00 a.m.   | Every 15 minutes.   |
| 8.00 " " 10.00 " "       | " " 10 "            |
| 10.00 " " 11.00 " "      | " " 15 "            |
| 11.00 " " 12.45 p.m.     | " " 15 "            |
| 12.45 p.m. to 1.15 " "   | " " 10 "            |
| 1.15 " " 1.45 " "        | " " 15 "            |
| 1.45 " " 2.15 " "        | " " 10 "            |
| 2.15 " " 3.00 " "        | " " 15 "            |
| 3.00 " " 3.10 " "        | " " 10 "            |
| NIGHT CARS.              |                     |
| 6.50 p.m. and 9.00 p.m.  | 8.50 to 11.00 p.m.  |
| Every Half-Hour.         |                     |
| 1.00 p.m. to 1.45 p.m.   | Every Quarter-Hour. |
| SUNDAYS.                 |                     |
| 7.45 a.m. to 10.30 a.m.  | Every 15 minutes.   |
| 10.30 " " 11.00 " "      | " " 10 "            |
| 11.00 " " 12.00 noon     | " " 15 "            |
| 12.00 noon to 1.00 p.m.  | " " 10 "            |
| 1.00 p.m. to 3.00 " "    | " " 15 "            |
| 3.00 " " 5.00 " "        | " " 10 "            |
| 5.00 " " 7.00 " "        | " " 15 "            |
| 7.00 " " 8.10 " "        | " " 10 "            |
| NIGHT CARS on Week Days. |                     |
| Sundays.                 |                     |
| Sundays.                 |                     |

Extra Cars at 12 Midnight.  
SPECIAL CARS by arrangement at  
the Company's Office, Alexandra Buildings,  
Des Voeux Road Central.  
Season and punch tickets available for all  
cars not already full running at the time  
stated in the Company's time tables, but  
not for special cars, can be obtained on  
application at the Company's Office. No  
season ticket will be issued until payment  
thereof has been made in Bank Notes or  
by Cheque or Compro order representing  
Bank Notes.  
JOHN P. HUMPHREYS & SON,  
General Managers.  
Hongkong 15th June, 1915.

## FOR SALE. POSTAGE STAMP CATALOGUES

FOR

1916.

GRACA & CO.,  
No. 4, WINDHAM STREET.  
Hongkong, 6th January, 1916.

## SAVOY HOTEL.

21, BROADWAY, SHANGHAI, CHINA.

THE BEST MEDIUM-PRICED HOTEL  
in the City. Near to everywhere, and  
providing all modern conveniences.

American or European Plan.

Rates \$4 and \$6 per day

Special terms for monthly guests.

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SAVOY C. A. BIDDLE,  
Manager.

## MITSUBISHI DOCKYARD AND ENGINE WORKS.

A.I., A.B.C., WESTERN UNION, ENGINEERING AND BENTLEY CODES USED.  
Builders and Repairers of Ships, Engines and Boilers, and Electrical Engineers,  
Manufacturers of Contrail Condensers, Stone's Manganese, Bronze Castings,  
Patent's Steam Turbines and Turbo-Alternators, &c. &c.

NAGASAKI  
TELEGRAPHIC ADDRESS: "DOCK," NAGASAKI.  
GRAVING DOCKS AND PATENT SLIP.  
Dock No. 1, Dock No. 2, Dock No. 3.  
Length on Keel Blocks ... 510 feet 350 714 feet.  
Width of Entrance on bottom ... 77 " 63 " 24 "  
Water on Blocks at Spring Tide ... 25 " 24 " 24 "  
PATENT SLIP—Capable of lifting vessels up to 1,000 tons gross.  
The Salvage Steamer "OURA MARU," 716 tons and 13 knots.  
Two Floating Cranes of 80 and 20 tons each, besides 150 tons Giant Crane.

KOBE.  
TELEGRAPHIC ADDRESS: "DOCK," KOBE.  
FLOATING DOCKS.  
Lifting Power ... No. 1, 7,000 tons. No. 2, 13,000 tons.  
Max. Length of Ship taken in ... 190 feet. " 180 feet.  
Max. Breadth of Ship taken in ... 56 " " 68 "  
Max. Draft of Ship taken in ... 23 " " 26 "  
The Salvage Steamer "ARIMA MARU," Pumping capacity, per hour, 8,000 tons.

HIKOSHIMA (Near Shimoda).  
TELEGRAPHIC ADDRESS: "DOCK," SHIMONOSEKI.  
GRAVING DOCK.  
Length on Keel Blocks ... 368 feet 6 inch.  
Breadth at Entrance on bottom ... 58 " 0 "  
Depth of Water on Blocks at Spring Tide ... 25 " 7 "  
Floating Crane capable of lifting 20 tons weight.

THE NAGASAKI, KOBE AND HIKOSHIMA DOCKYARDS  
are closely connected with each other, enabling them to co-operate in the prompt execution  
of work and to still the convenience of customers.  
Any Orders will be promptly attended to and Estimates sent on application.

## THE KAILAN MINING ADMINISTRATION.

### KAIPING COAL:

Now well-known throughout the East for  
STEAM RAISING, FORGING, STEEL MAKING, SHIP  
BUNKERS AND HOUSEHOLD PURPOSES.  
KAIPING COKE:

Competes with the best quality English Cokes for  
FOUNDRY, SMELTING AND HOUSEHOLD PURPOSES.  
HIGHEST FIREBRICKS GRADE  
FIRECLAY.

STOCK ALWAYS ON HAND.  
OFFICE, QUEEN'S BUILDINGS, HONGKONG. TEL. ADD. MAISHAN, HONGKONG  
TELEPHONE No. 1090.

DODWELL & CO., LTD.,  
Hongkong, 1st October, 1914. AGENTS.

## SOUTH MANCHURIA RAILWAY.

TRAVERSING THE NEWEST AND MOST INTERESTING COUNTRY  
OPENED TO THE TOURIST AND HOLIDAY-MAKER.

THE SHORTEST, QUICKEST AND CHEAPEST ROUTE BETWEEN THE  
FAR EAST AND EUROPE IS STILL VIA THE  
SOUTH MANCHURIA RAILWAY.

(Time-Table from May 1st, 1915, until Further Notice.)

Owing to the War the THIRICE-WEEKLY EXPRESS TRAIN SERVICE has been  
temporarily suspended, and a ONCE WEEKLY EXPRESS TRAIN SERVICE, composed  
of excellently equipped Dining and First and Second Class Sleeping Cars, is operated between  
Dairen and Changchun in connection with the Trans-Siberian Express Train and with  
Dairen Station (Changchun) Shanghai Mail Steamer Service by the S.S. "SAKAKI MARU"  
and "KOBE MARU" (each equipped with wireless telegraph) as follows:

| NORTH BOUND.                      |                | SOUTH BOUND.                    |                |
|-----------------------------------|----------------|---------------------------------|----------------|
| 1st Class Fare                    | 2nd Class Fare | 1st Class Fare                  | 2nd Class Fare |
| Shanghai (S.S. Maru) to Dairen    | 12.00          | Dairen (S.S. Maru) to Shanghai  | 12.00          |
| Dairen (S.S. Maru) to Changchun   | 12.00          | Changchun (S.S. Maru) to Dairen | 12.00          |
| Changchun (S.S. Maru) to Shanghai | 12.00          | Shanghai (S.S. Maru) to Dairen  | 12.00          |
| Dairen (S.S. Maru) to Shanghai    | 12.00          | Shanghai (S.S. Maru) to Dairen  | 12.00          |

\* Russian Train Time is 23 minutes faster than the S.M.R. Time.  
The above fares do not include the Express Train Berth Fee.

To the early train leaving Dairen at 8 p.m. for Changchun and that leaving Chang-  
chun at 11.30 a.m. for Dairen a Compartment Car has been attached, on which First-Class  
Passengers can secure sleeping accommodation on payment of Yen 2.

RAILWAY HOTELS.—YAMATO HOTEL (Tel. Add. "Yamato"), At  
Dairen, Port Arthur, Mukden, Changchun, and Hsiao-Ping (the finest sea-side resort in  
North China), all under the Company's management.

TICKET AGENCIES.—The Company's Railway and Steamer Tickets are obtainable  
at all the Agencies of the INTERNATIONAL STEAMING CAR & EXPRESS TRAVEL CO.,  
Messrs. THOS. COOK & SON, the NORDISK REISEBUREAU, and the  
NIPPON YUSEN KAISHA, Shanghai, from whom all information, time-tables, pictorial  
guide-books, etc., can be obtained free, or direct from the

SOUTH MANCHURIA RAILWAY CO., DAIREN.  
Tel. Add. "MANCHU." Codes: A.B.C. 5th Ed., A1, and Lieber's.

## FUSHUN COAL

THE BEST STEAMING COAL IN THE FAR EAST.  
Fresh stocks always on hand at Dairen, Port Arthur, Newchwang, and Tientsin Depots,  
and also at Antung, Chefoo, Shanghai, Hongkong, Manila, Singapore, and Penang.

MINING DEPARTMENT.  
SOUTH MANCHURIA RAILWAY CO., DAIREN.

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13, QUEEN'S ROAD CENTRAL.

Entrance next to ASTOR HOUSE.

## ALL NEW DATES RAISINS FIGS

CRYSTALLISED FRUITS

ALSO

MARASQUINO CHERRIES.

MACEDOINE. APRICOTS. PEARS.

ETC., ETC., IN SYROP.

JUST ARRIVED FROM FRANCE.

COME AND SEE

YOUR INSPECTION IS CORDIALLY INVITED.

Hongkong, 12th February, 1916.

APPLICATIONS FOR AGENCIES IN  
CHINA AND JAPAN.

Should be sent to our Agent—

MR. T. RUDDIMAN JOHNSTON,  
13, Mikawadai-machi, Asabu-ku, TOKYO, JAPAN.

## SHACKELL, EDWARDS & CO., LTD.

MAKERS OF

PRINTING INKS

FOR OVER 120 YEARS.

RED LION PASSAGE, FLEET STREET, LONDON, E.C.

## NEW CARTRIDGES.

BY popular English Manufacturers.  
In all Bore and Sizes.

SMOKELESS POWDER and CHILLED  
SHOT. From No. 10 to .555 S&W, at \$6, \$7 and  
\$7.50 per 100. SPORTING REQUISITES  
and AIR GUNS in Variety.

Inspection invited.

WM. SCHMIDT & Co.

Hongkong, 4th February, 1916.

## A LING & CO.

19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS  
STORE.

Photographic Goods of Every Description  
in Stock.

Developing, Printing and Enlarging  
Canton Marbles in Various Shades.

TELEPHONE 1215.

Hongkong, 4th February, 1916.

## DRINK

ALLSOPP'S

BRITISH PILSENER

BEER.

SOLE AGENTS:

CALDBECK,

MACGREGOR & CO.

WHISKY & SPIRIT MERCHANTS.

15 QUEEN'S ROAD CENTRAL.

## HOTELS

### THE HONGKONG HOTEL AND GRILL ROOM.

J. B. TAGGART,  
Manager.

### KING EDWARD HOTEL.

CENTRAL LOCATION.

ELECTRIC LIFTS AND LIGHTING.  
TELEPHONE ON EACH FLOOR.  
HOTEL LAUNCH MEETS ALL STEAMERS.  
Telephone: No. 373.  
Tel. Address: "VICTORIA."

J. WITCHELL,  
Manager.

### GRAND HOTEL.

QUEEN'S ROAD CENTRAL.

A FIRST-CLASS AND UP-TO-DATE  
HOTEL, most Central Location within  
the vicinity of all the Principal Banks.

Noted for the best Food, Hygienic  
Accommodation and Cleanliness. Cuisine under  
European Supervision. A First-Class String  
Orchestra renders selections from 5.30 p.m.  
to 11.30 p.m.

Special monthly terms for residents and for  
Shipping people.

For further particulars apply—

MANAGER.

Telephone 197.

Telegraphic address: "COMFORT."

### PEAK HOTEL.

1,400 FEET ABOVE SEA LEVEL.

FIRST-CLASS RESIDENTIAL and  
TOURIST HOTEL. Unrivalled for  
Comfort, Health and Convenience. Telephones  
in Every Room, prompt connection maintained  
by six lines to Central.

Fifteen Minutes from Principal Landing  
Stage. Moderate Tariff and Excellent Cuisine.  
Roof Garden and Social Rooms. European  
Runner meets Steamers.

P. O. FEUSTEER,  
Manager.

### THE NEW MACAU HOTEL.

THIS LARGE and ROOMY HOTEL  
is now OPENED under NEW  
MANAGEMENT. The place has been re-  
novated throughout and entirely refurnished.  
Situated on the Praia Grande facing the sea,  
a cool breeze is enjoyed all the year round.  
LARGE and COMFORTABLE DINING  
ROOM facing the sea. Cuisine under  
experienced supervision. Terms moderate.

For further particulars, apply to—  
THE MANAGER,  
Macau.

Tel. Add. "Phoenix," Macau.  
1st February, 1916.

### THE VICTORIA HOTEL, CANTON.

Situated on the British Concession,  
Shameen.

The only European Hotel in  
Canton.

Guides and Chairs provided.

Every information and special  
attention given to Tourists.  
Reasonable Rates.

Under the personal Management  
of Mr and Mrs. Geo. E. EYLER.



## IMMEDIATE

## MOUTRIE PIANOS

HAVE ESTABLISHED  
an unequalled reputation for tone, touch,  
artistic construction and lasting qualities.

## GUARANTEE

for

## FIVE YEARS.

CASH OR EASY TERMS.

## MOUTRIE'S.

[29-2]

## HOUSES TO LET

## FURNISHED FLATS.

THE Undersigned are prepared to furnish some of their Tregunter Mansions (May Road) Flats to suit intending tenants. These Flats have first-class appointments which include English Baths and Kitchen ranges, hot water supply and water-closets. They are of two kinds, viz.: Flats with 2 Bedrooms and 2 Sitting Rooms and Flats with 3 Bedrooms and 1 Sitting Room. The latter are especially suitable for Bachelors. Arrangements could be made if desired for the use, in common with certain other tenants, of the adjoining fresh water swimming bath.

Apply to  
HUMPHREYS ESTATE & FINANCE  
Co., Ltd.  
Alexandra Buildings.  
Hongkong, 29th January, 1916. [908]

## TO LET.

NO. 41, THE PEAK, adjoining Peak Club for six months. Furnished. Garden. Apply to—  
F. C. JENKIN,  
Princes' Buildings.  
Hongkong, 14th February, 1916. [279]

## TO LET—FURNISHED.

ORIGINALLY EAST, 160, PEAK. Moderate rental. Apply to—  
T. K. IDEAL,  
at the house.  
Hongkong, 14th February, 1916. [280]

## TO LET—FURNISHED.

From 1st April, 1916.  
NO. 3, STEWART TERRACE, THE PEAK. Apply to—  
Care of "Daily Press" Office.  
Hongkong, 11th February, 1916. [283]

## TO LET—FURNISHED.

NO. 5, MORRISON HILL. 6-Roomed House, 4 Bedrooms and 4 Bathrooms. Vacant from 1st March. Apply to—  
HARRY WICKING & Co.  
Hongkong, 3rd February, 1916. [285]

## TO LET.

TWO HOUSES in "STONEHENGE," No. 5, Robinson Road. Newly done-up and remodelled. Each House contains downstairs Two Good Rooms and upstairs Three Bedrooms, each with Bathroom. Outhouses and Grass Tennis Court. Shortly available for occupation. Apply to—  
DAVID SASSOON & Co., Ltd.  
Hongkong, 22nd December, 1915. [112]

## TO LET.

OFFICES in Queen's Building. Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.  
Hongkong, 8th December, 1915. [105]

## TO LET.

NO. 8 and 10 MOUNTAIN VIEW, PEAK. Apply to—  
M. J. D. STEPHENS.  
Hongkong, 13th November, 1915. [97]

## TO LET.

"THE KENNELS," 168, Magazine Gap. Thoroughly renovated and repaired. Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.  
Hongkong, 10th November, 1915. [95]

## TO LET.

TWO ROOMED FLATS in Nathan Road, Kowloon.  
THREE-ROOMED FLATS in Humphrey's Buildings, Kowloon.  
FOUR-ROOMED FLATS in May Road, with every modern convenience, including English Baths and Kitchen Ranges, Hot Water and Water Carriage System. A few Flats specially designed to accommodate three bachelors at reasonable rentals. Immediate possession.  
FOUR-ROOMED HOUSES in Gordon Terrace and Salisbury Avenue, Kowloon. Apply to—  
HUMPHREYS ESTATE & FINANCE  
Co., Ltd.  
Alexandra Buildings  
Hongkong, 29th December, 1915. [277]

## SHIPPING NOTES.

## FEARED LOSS OF THE "SENJU MARU."

The Japanese steamer *Senju Maru*, of 4,340 tons, is regarded as hopelessly overdue. Nothing has been heard of her since she left Oran for Port Said on November 1900 as the *Ponhattan*, owned at Dairen, and valued at £35,000. As there has been both violent weather and enemy submarines in the Mediterranean it may be difficult to know whether the loss is a marine risk or a war risk.

## SINGAPORE SHIPPING DEAL.

It may be recalled that a few months back the Ho Hong Steamship Company, Ltd., of Singapore, secured the old P. and O. liner *Oriental* which had been running to the Far East for many years, for trade between the Straits and China. The purchase price was £32,000. The vessel was renamed the *Hong Kheng* and has been a regular visitor to the port. In consequence of the great scarcity of shipping certain authorities recently approached the firm and entered into negotiations for the purchase of the ship and these, we understand (says *The Straits Times*), have been completed with the result that the *Hong Kheng* again changes hands, the Ho Hong Steamship Company receiving £25,000 as the purchase price. The vessel was built in 1892 and has a net tonnage of 3,063.

## THE "EMPEROR OF RUSSIA."

The O.P.R. liner *Empress of Russia* left the Naval Dockyard yesterday shortly after 9 a.m. for her moorings in the harbour.

At the outbreak of the war, she, with her sister ship, the *Empress of Asia*, was ordered over by the British Government, and, within a few days, was fully equipped as an armed cruiser. Although patrolling the Red Sea and Indian Ocean, she never met the *Enden*, but had the satisfaction of conveying prisoners from that notorious ship to a place of safety. In October the two ships returned to the Naval Yard to be refitted, before being handed over to their owners. This work has been done under the supervision of Capt. Beetham, R.N.R., the Company's superintendent, assisted by Mr. Richardson (superintendent at Hongkong) and Mr. McKenzie (superintendent engineer). The interior decorations and furnishing were carried out with the assistance of two experts from the firm who executed the work at the time the ship was built at Fairfield's, Govan.

When the O.P.R. decided to build the ships the services of the eminent architect Mr. G. A. Crawley were enlisted for the design and scheme of decoration, and the contract for carrying out the greater part of the work in the 1st-class public rooms and on suite rooms was entrusted to Messrs. G. Trollope & Sons, the well-known firm of builders, decorators and house furnishers, of London and Liverpool.

Starting from the main entrance on the "Q" deck, which occupies the whole width of the ship, one enters the dining saloon, a spacious apartment, with panelled and finely moulded wall framing, and elaborately modelled plaster ceiling, all painted in delicate shade of colour suitable to the Louis XVI. period. The spacious well in the centre of the saloon is surrounded by a series of arches rising to the deck above with a mahogany handrail and wrought-iron balustrading, richly gilded. Numerous mirrors, costly and elegant, wall and ceiling lights, highly polished mahogany side-boards, tables, chairs and a piano, with a linoleum floor, complete a magnificent apartment.

Ascending the grand staircase, with its wrought-iron balustrading, one pauses to admire the elaborately-carved clock in the centre of the large mirror which reaches from the top of the dado to the glass dome. On the "A" deck are situated the public rooms, the first being the lounge or drawing-room, a handsome apartment with moulded panelling and tapestry panels, fluted columns, with carved capitals, a richly modelled plaster ceiling, surmounted by an oval-shaped wrought-iron and glass dome. The woodwork and ceiling is painted in delicate tints to harmonise with the design, which again is French. The carpet of old gold Wilton pile covers the whole of the apartment, a grand piano and richly upholstered chairs and settees, numerous tables, and a white marble chimney piece, making the whole a haven of comfort and luxury.

Passing along the corridor one reaches the smoking-room, a richly designed room in dark polished wood of fine figure, with carved panels and elaborate plaster ceiling, surrounded by an iron dome similar to that over the lounge. Leather-covered seats run along each side of the room beneath the windows, which are divided by moulded bars into squares with bevelled glass plates. A marble chimney-piece with an iron fire place, linoleum flooring, comfortable chairs and settees, card, writing and other small tables, complete this room.

The verandah, café, and writing-room, special en suite staterooms, and 1st-class cabins, with a gymnasium and other appointments, too numerous to mention, are contained in this fine ship.

The Thermo tank system of ventilation is installed, whereby fresh hot or cold air is circulated into all parts of the ship, and electric fans and radiators are in all cabins. The re-decoration, painting, and gilding has been executed by Ah Pong, of Connaught Road; Messrs. Lane, Crawford & Co. have done the greater part of the re-upholstering; and Messrs. Powell & Co. the re-polishing, etc.

The *Empress of Russia* is to sail on March 23rd for Vancouver in charge of that popular commander, Captain Davison.

## CHINESE PAPER MONEY AND CURRENCY.

The following particulars regarding the measure taken by the Chinese Government to deal with the difficulties caused by the excessive issue and consequent depreciation of bank notes, and the lack of uniform currency, have been received from H.M. Commercial Attaché at Peking (Mr. W. P. Ker, C.M.G.):—

At the beginning of 1914 the financial condition of Kwangtung in particular was critical owing to the heavy depreciation of the provincial notes, which were practically the sole currency of the province. These notes were then worth less than their nominal value. The trade of the province was at a standstill, the troops threatened mutiny, and another revolutionary movement seemed imminent. After various loan schemes for the redemption of the depreciated notes had failed through the Chinese Government approached the foreign banks interested in the reorganisation of 1913, to obtain their consent to the use for this purpose of funds set aside under that loan for the reorganisation of the Salt Gabelle. To this the banks assented, and a formal scheme was drawn up by the banks and the Chinese Minister of Finance for the redemption of the notes. Under this scheme the Chinese agreed to the appointment of one foreign and one Chinese delegate to superintend the work and also of two foreign and two Chinese cashiers to assist them. The operation of the scheme was attended with surprising success, chiefly owing to the comparative accuracy of the estimate of the number of notes in circulation furnished by the Provincial Government, the almost complete absence of forged notes, the ready co-operation on the part of the holders in the rate of exchange fixed, and the capacity and honesty displayed by the Chinese staff under able foreign supervision. The nominal value of the notes redeemed at Canton between July 1st and 31st amounted to \$81,645,804, while the original estimate of notes in circulation made by the Provincial Treasury was \$34,240,000. The total forgery amounted to only \$1,387, a very small proportion.

The above account of what was done in Kwangtung is illustrative rather of what might be done in other provinces than that what has actually been done, but our advisers are being made to deal with the problem elsewhere, notably in Szechuan and in the Manchurian Province of Kirin. The trade in other provinces in Manchuria and in the Province of Hunan is still handicapped by depreciated note issues. It is believed, however, that with the exception of the Government banks and a few sound private banks there are no longer any native banks issuing notes, so that the danger to be faced is confined within definite limits.

As for the question of Chinese currency, the confusion that exists is undoubtedly a most serious factor in retarding the commercial development of the country. The practical difficulties in the way of reform seem to baffle every Minister of Finance in turn, while foreign advisers called in from time to time for consultation are by no means unanimous as to the principles that should be followed. The scheme that has held the field since 1910 is that of minting coins with the silver dollar as the unit, and subsidiary coinage in silver, nickel and copper. A beginning is apparently being made towards realising this project by melting down the old dollars into coins for re-minting, and measures have been enforced for checking the excessive minting of copper coins. It will be remembered that the provision of a uniform national coinage was one of the stipulations agreed to by the Chinese Government in the commercial treaties with the United Kingdom and other Powers signed in 1902, but it is one thing to promise to take the necessary steps for a reform of this kind, and another thing, even with the best intentions, to carry it through to a successful conclusion. It is difficult to see how a uniform currency can ever be established unless the mints are thrown open to the free coinage of silver at nominal profit.

## FUTURE OF JAVA TEA.

## INTERESTING PROPHECY BY BRITISH EXPERTS.

In an interesting reference to Java tea Messrs. Brooke, Bond & Co., of London, write in their annual review of the tea trade:—A considerable expansion in the Java crop was anticipated this year, but owing to the protracted drought in 1914 the increase was much smaller than was expected. During 1915, however, there has been a substantial increase, owing partly to favourable weather, and partly to new land coming into bearing. The total exports for the year amount to nearly 75,000,000 lbs. against about 65,000,000 lbs. in 1913-1914. Owing to the war, exports have fluctuated very much. During the last six months of 1914 Great Britain received more, but during the first six months of 1915 considerably less than during the corresponding months of the previous years. Russia took less in 1914, but during the six months of 1915 her imports were nearly double those of the first half of 1914. Australia also took more. Quality on the whole was about average. Sumatra continues to supply good tea, and is looked on with favour by importers. As time goes on Java and Sumatra will probably take a more and more important position among the tea-producing countries of the world. The area now under tea in Sumatra is only 8,000 acres, but there is plenty of room for expansion.

## JAPANESE ENTERPRISE INCHI NA.

## PROPOSED ESTABLISHMENT OF TWO BANKS.

It is stated that the plans for the proposed establishment of the Sino-Japanese Bank, and the Manchurian Bank (instead of the Manchurian-Mongolian Bank as at first proposed) are now ready for introduction to the Diet. Though particulars have not yet been published, it is stated that the head office of the Sino-Japanese Bank will be established in Shanghai, with a capital of ¥20,000,000 under joint Sino-Japanese management, while the Manchurian Bank will have a capital of ¥10,000,000, with its head office in Mukden. Both banks will receive a Government subsidy.—*Japan Chronicle*.

## BRITISH TRADE IN CHINA.

## COMMENT UPON MR. AINSWORTH'S REPORT BY AN OLD CHINA HAND.

If a personal reference is permissible in this connection, it may be stated that it is now some 54 years since the present writer, looking out over the forest of junk-masts that stood moored at the junction of the rivers Yangtze and Han, and casting his eyes up the fast-flowing current of the former river, wondered what future was in store for the trade of Great Britain in connection with the large cities and towns lying unexplored, and to a large extent unknown, on its upper reaches. Much water has flowed past the Hankow bunds since those days, and the reports of travellers, together with the reports from that plucky pioneer, Mr. Archibald Little, have lifted some of the mystery that overhung the trade of Szechuan and the neighbouring provinces. But it has been reserved for Mr. T. M. Ainsworth, the Special Commissioner of the Board of Trade, to disclose the details of the trade carried on in the large districts referred to. As Mr. Ainsworth's report is marked "confidential," we are not at liberty to disclose or report on its full contents, but as Mr. Ainsworth himself, in his published addresses to various meetings in England, has disclosed some of his conclusions, it may be permitted to us to glance briefly at the reports in question.

It may be stated at the outset that the Board of Trade has been exceedingly lucky in its choice of a Commissioner. Mr. Ainsworth has brought to bear on his task a considerable experience of the China trade, while his official position has enabled him to pursue his investigations with a skill and effectiveness impossible to any member of the Consular body, however able and painstaking, and he has not failed to note the weak point in the British merchants' attempt to exploit internal trade, namely, the failure on their part to provide Chinese-speaking assistants. Characteristically enough, the Special Commissioner opens his report with a long and exhaustive examination into the possibilities and prospects for the trade in soap in the Province of Szechuan. He elaborates the facts that, owing to the advent of improved steam navigation, the difficulties presented by the Yangtze gorges have been largely overcome, and that in consequence a large and influential class of soap consumers has been brought within a twelve-day journey from Shanghai. Details are given as to currency, finance, and Customs charges, thus enabling the British exporter to estimate the chances and value of returns on any shipments of the article in question, while the necessities of advertising and foreign supervision of its distribution are not left sight of, and the issue of a cheap, showy booklet is recommended with a coupon attached to be exchanged for a free carton of soap at the nearest agency. This is a fair sample of Mr. Ainsworth's methods, and shows his grasp of the local necessities.

In dealing with the trade of Hankow, the Special Commissioner indicates briefly, but succinctly, the varied articles of export from this large and most important centre of trade, and points out that the export of many of these articles has hitherto been almost exclusively in the hands of German and Continental firms. It is pointed out that this virtual Continental monopoly of what was known in the early days of the port as "truck" is owing to the installations of modern plant and laboratories, and to the development of the special branch of trade on efficient lines, while the German practice of opening main depots up-country where buyers could not only act in their buying capacity, but could also push the sales of their import stocks held in warehouse at Hankow, has proved very effective. It is only fair to say that these Continental methods have been followed by some British firms, and that their success on these modern lines has amply justified their departure from the old *latsee-faire* ways—a departure wide enough to make some of the deceased, old-fashioned British *latsees* turn in their graves. Some of the older British firms have not, it is true, yielded to the fascination of the "truck" market, but they are willing to place offices, seed-cleaning machines, warehouses, and their Chinese staff at the disposal of any British firm desiring to enter into the special class of export business. Technical knowledge of the various articles of export is, of course, essential in any representative of a home firm, and the Commissioner rightly hints that the class of buyer that will stand the best chance in dealing with the Chinese will be one that at least commences with the *latsee* in *modo* methods. We cannot deal here with all the articles of export referred to, but may note that the value of sesamum seed exported from Hankow has, of recent years, far exceeded that of tea as a factor in the prosperity of the port. The Commissioner points out that the war gives a present opportunity for British firms to make a bold bid for the export trade in so-called "truck," but he insists, and rightly so, that this will be possible only on modern and scientific lines, and that knowledge of the Chinese language on the part of buyers is an absolute *sine qua non* for success. A visit by Mr. Ainsworth to the Han-Yeh-Ping coal and iron mines, at Tayeh, in the Province of Hupoh, affords some interesting information, though we must be content here to say that the estimate of iron ore in sight at the mines may be roughly placed at 60 million tons, while the export is taken in about equal quantities by the Hanyang Steel Works, and the Japanese works at Wakamatsu, these latter during the high-water season (April to October) only. The possibilities of the mine—under economies in working, and under blastfurnaces yet to be installed—are said to be unlimited. Mr. Ainsworth's Memorandum on the Steam Navigation of the Upper Yangtze indicates that there is room on the river for an additional half-dozen steamers between Shanghai and Chungking without their affecting the existing rate of freights and that the possibility of obtaining a through British bill of lading between Shanghai and Chungking would do much to secure the greater part of the Szechuan carrying trade, but would also facilitate the capture by British merchants of the rapidly increasing trade of Western China.—*London and China Express*.

## PICTURES OF CHINA AND KOREA.

"Pictures of China and Korea" formed the subject of one of the Royal Geographical Society's Christmas lectures to young people, given at Kensington Town Hall, last month, by Mr. P. M. Roxby.

The lecturer said that, as distinct from the differences in social life in India, there was no caste and very little class distinction in China. The people appeared to be almost wholly of a uniform social status. The extreme differences of physical types were almost negligible, and his visit convinced him that the Chinese were essentially one homogeneous people. He emphasised this, because he became profoundly impressed with the fact that the partition of China, if it came about, would mean the partition of a great agricultural unit. The Chinese formed one great racial type, with practically one language, the only differences in language being in the south-eastern section, when the country was cut up into isolated districts, and these differences would disappear with improved means of communication, as they were not of a fundamental character, and were due neither to race nor religion. That made the case against the partition of China extremely strong, for it would be partitioning a country of one race. He could not conceive a more fruitful source of future wars than the partition of an Empire of this character. There was no analogy between the types of people in India and China. In India British rule enabled the different social and physical types to live together and contribute to the civilisation of the world, whereas if it were withdrawn India would fall into a state of anarchy. But the Chinese were practically one people. They were now waking up to the fact that they must take a higher view of the military profession than before, and by modern training their armies would become strong.

## HONGKONG VOLUNTEERS.

ORDERS BY LIEUT.-COL. A. CHAPMAN, V.D.

## LEAVE.

1.—Pte. G. Miskin is granted leave of absence from February 15th to February 30th, 1916.

## DESIGNATION.

2.—No. 1275 Pte. M. F. Murray is permitted to resign (left the Colony), dated February 12th, 1916.

## MUSKETRY.

3.—Musketry, Recruits' Course, Part II, (Standard Test), will be carried out at King's Park Range as follows:—Saturday, 19th inst., 2.30 p.m.—Arty. Battery, Centre and Left Sections M.G. Co. and Civil Service Company. Sunday, 20th inst., 9.30 a.m.—Engineer Company.

O.C.s concerned will take steps to ensure that every recruit of their Company, or Section, who is in the Colony, fires the Course on the date arranged above. Corpl. Grimes, R.E., will attend and N.C.O.s of the units having men firing will attend to assist him. Uniform (drill order) to be worn.

The Officer in charge of the firing point will check the ammunition both before and after firing each day.

Officers on duty at firing point:—

February 18th—Lieut. Donly.

February 20th—An officer of the Engineer Company.

Officers on duty in batts:—

February 19th—An officer of the Engineer Company.

February 20th—Lieut. C. Smith.

## PARADES.

4.—Parades for Tuesday, 15th inst.

7 a.m.—Members of Signalling Section and other Signallers, as detailed in Signalling Section order dated Feb. 8th, 1916—Morse flag practice at Headquarters.

5.10 p.m.—Centre Section M.G. Co.—M.G. Drill at Kowloon Docks. Launch leaves Statue Pier at 4.30 p.m.

5.15 p.m.—Nos. 1 and 2 sub-Sections Arty. Battery, (as detailed in Corps Order No. 4 dated 20th December, 1915)—10 p.m.—gun drill at Headquarters. Sergt. Bradley, R.G.A., will attend.

5.15 p.m.—Right Section M.G. Co. and Signalling Section—Section drill and Musketty exercises on Cricket Ground.

5.15 p.m.—Left Section M.G. Co.—Machine Gun drill at Headquarters.

5.15 p.m.—Recruits of all units—Squad drill and Rifle exercises at Headquarters under Sergt. Major Higby and one N.C.O. from Right Section M.G. Co.

5.15 p.m.—Stretcher Bearer Section—Instruction at Headquarters.

5.—On duty until morning of 18th inst.: H.K.V.B.

G. E. STEWART, Capt., Adjutant, H.K.V.B.

HONGKONG POLICE RESERVE

SUBSTITUTES.

The payment of money to, or any like arrangement with, substitutes for Patrol duty is inconsistent with a proper discharge of the services offered to the Colony and is prohibited.

MAXIM GUNNERS.

The names of twelve men are required for training as Maxim Gunners. Arrangements will be made to relieve them of certain other duties during the training.

ROUTE MARCH.

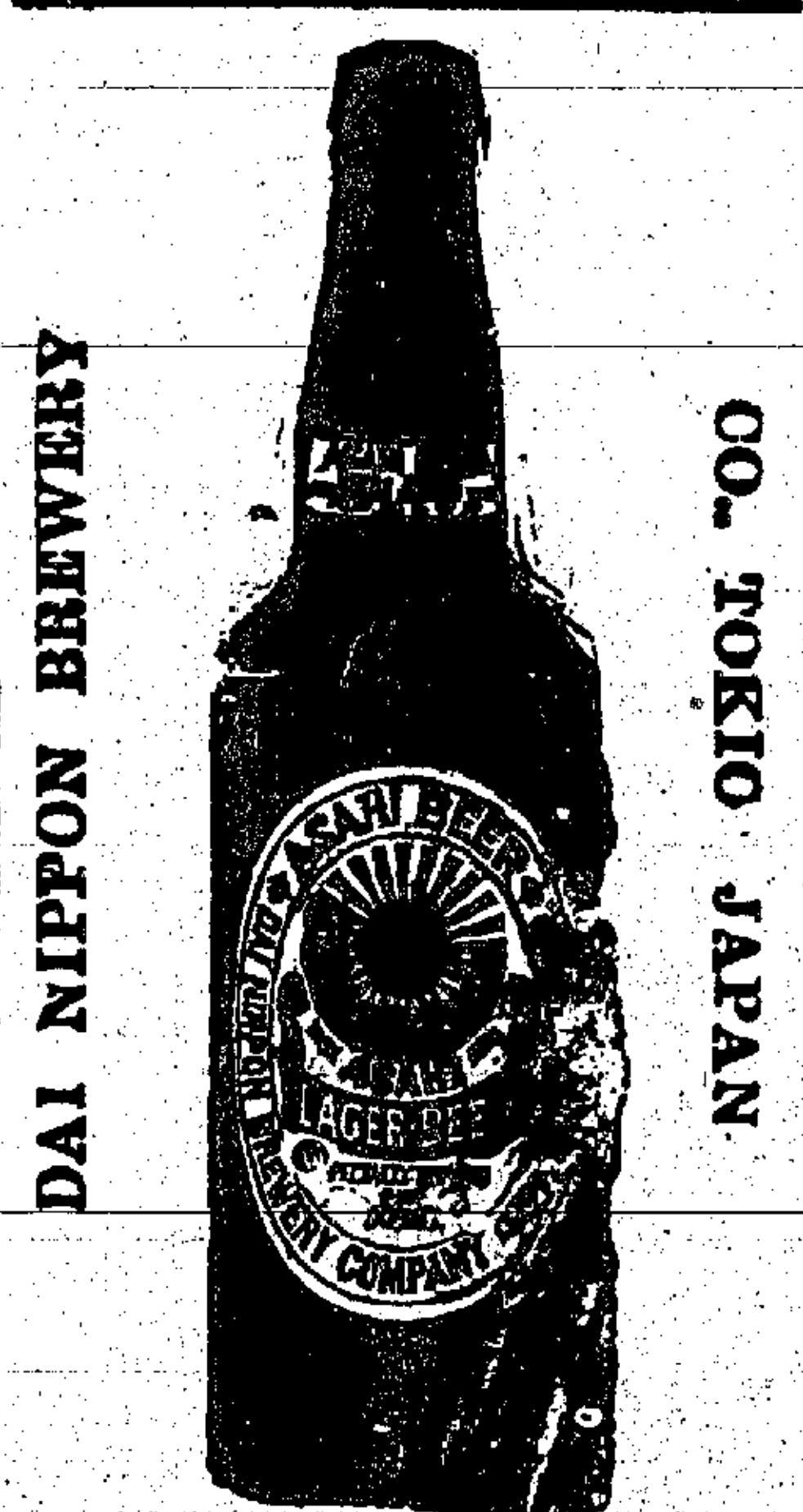
No parades will take place during Race week.

All ranks, except medical exemptions, will parade at Central Police Station on Saturday, February 19th, at 2.45 p.m. sharp, for Route March to West Point.

Uniform, Helmets and Rifles.

F. C. JENKIN, D.S.P. (R.)

## ASAHI BEER



OBTAINABLE EVERYWHERE.

SOLE AGENTS

MITSU BUSSAN KAISHA.

HONGKONG.

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## NEW ADVERTISEMENTS

## HONGKONG &amp; KOWLOON WHARF &amp; GODOWN CO., LTD.

## NOTICE TO SHAREHOLDERS.

THE TWENTY-NINTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS will be held at the Office of Messrs. JARDINE, MATHESON & Co., Ltd., on THURSDAY, the 2nd March, 1916, at 11.30 A.M., for the purpose of receiving the Report of the Directors and the Statement of Accounts for the year ending 31st December, 1915.

The TRANSFER BOOKS of the Company will be CLOSED from 21st February to 2nd March, both days inclusive.

By Order of the Board of Directors,  
W. S. BROWN,  
Secretary.

Hongkong, 14th February, 1916. [287]

## LOCAL NOTICE TO MARINERS.

## KIUNGCHOW DISTRICT.

## HOIHOW ANCHORAGE LIGHT.

NOTICE IS HEREBY GIVEN that on or about the 11th instant, a LIGHT will be established on Fort A, and is to be known as the HOIHOW ANCHORAGE LIGHT.

The illuminating apparatus will be Dioptric of the Sixth Order, showing an occulting White Light every 3 seconds thus—

Light ... .. 0.3 seconds.

Eclipse ... .. 2.7 "

The Light, which will be exhibited from a mast situated on the North-Western side of Fort A, at the entrance to the Hoihow River (see British Admiralty Chart No. 2714), is elevated 50 feet above High Water, and should be visible in clear weather at a distance of 10 Nautical Miles.

The mast is painted white.

Latitude 20° 3' 13" N.

Longitude 110° 19' 38" E.

M. HELLSTRAND,  
Harbour Master.

Approved:  
C. TALBOT BOWRING,  
Acting Commissioner.

Custom House,  
Klungchow, 2nd February, 1916. [285]

## BLUE CROSS FUND.

## HORSES IN WAR TIME.

## THE HONGKONG AMATEUR

## DRAMATIC CLUB

## PRESENTS

## "THE ANGEL IN THE HOUSE."

## A COMEDY IN 3 ACTS,

By B. MACDONALD HASTINGS

AND  
EDEN PHILLIPOTS.

Last Year's Great London Success.

On SATURDAY, 4th MARCH, } AT 9.30 P.M.  
AND MONDAY, 6th MARCH, }

BOOKING at MOUTRIE'S from FRIDAY,  
February 25th, at 9 A.M.

PRICES: \$4, \$3 AND \$2.

## BLUE CROSS FUND.

Hongkong, 15th February, 1916. [289]

## RACE BOOKS.

THE only Authorised Edition of the RACE BOOK is that Published by Messrs. NORONHA & Co., WHICH IS COPYRIGHT UNDER THE ACT OF 1911.

T. F. HOUGH,  
Clerk of the Course.

Hongkong, 11th February, 1916. [273]

## RACE BOOKS 1916

Leather-covered ... .. \$2.00  
Cloth-covered ... .. 1.75  
Paper-covered ... .. 1.00

May be had from—  
NORONHA & Co.  
(Printers to the HONGKONG JOCKEY CLUB).

KELLY & WALES, LTD.  
NEWBURY & Co.  
THE HONGKONG CIGAR STORE.  
Hongkong, 11th February, 1916. [273]

## WANTED.

A FIRST-CLASS ARCHITECTURAL ASSISTANT for a Private Firm. Applications will be treated as confidential. State experience, qualification, etc., to—  
Box No. 11.

Care of "Daily Press" Office.  
Hongkong, 11th February, 1916. [285]

## WANTED.

EUROPEAN NURSE to Take Charge of two Small Children on voyage to England, in return for passage.  
State experience, etc., to—  
Box No. 11.

Care of "Daily Press" Office.  
Hongkong, 12th February, 1916. [271]

## FOR SALE.

MEDICAL PRACTICE for SALE in North China—\$1,000 a Year, 2500 in Contracts. No opposition. Lovely Climate.  
Address—  
Box 3.  
Care of "Daily Press" Office.  
[270]

## INTIMATIONS

## NOTICE.

FROM and after this date the Vessels of the CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE will be operated under the title of the CANADIAN PACIFIC OCEAN SERVICES, LTD., as Managers and Agents for the CANADIAN PACIFIC RAILWAY OCEAN STEAMSHIPS.

D. W. CRADDOCK,  
General Traffic Agent.  
Hongkong, 14th February, 1916.

CANADIAN PACIFIC OCEAN SERVICES, LIMITED.

"PACIFIC SERVICE"

I HAVE This Day handed over the Hongkong Agency to Mr. J. H. WALLACE, who will assume charge, as General Agent, during my absence on leave.

D. W. CRADDOCK,  
General Traffic Agent.  
Hongkong, 14th February, 1916. [281]

## NOTICE.

ALL Persons having Claims against Mr. GUSTAV ENGEL, of Messrs. Wm. MEYER & Co., are requested to file same with the Liquidators before 15th March, 1916.

ALEX. ROSS & Co.,  
Liquidators.  
Hongkong, 9th February, 1916. [251]

VICTORIA RECREATION CLUB.

## BOXING

SUBJECT to sufficient entries being received an AMATEUR BOXING COMPETITION open to Hongkong will be held in the Gymnasium of the V.R.C. on FRIDAY, February 25th.

CONSTITUTION:  
(a) 3 two minute rounds and if undecided an extra round of one minute.

(b) In 3 weights: 118 lbs, 132 lbs, and 146 lbs.

(c) Competitors weigh in at V.R.C. on night of February 24th.

Entries stating weight to be addressed to I. DEAKIN, Esq., care of V.R.C. before February 16th. No Entrance Fee.

No Competition if less than 16 entries. The Committee reserve the right to refuse entries.  
Hongkong, 22nd January, 1916. [195]

HONGKONG HORTICULTURAL SOCIETY.

ANNUAL SHOW.

THE FLOWER and VEGETABLE SHOW will be held on the 3rd and 4th MARCH in the Botanic Gardens.

Intending Exhibitors should send their entry forms to the Hon. Secretary not later than 25th February.

Copies of Rules and Schedules may be obtained from the Hon. Secretary.

A. NICOL,  
Quarry Bay.  
Hongkong, 11th February, 1916. [298]

WAICHIAO PU, PEKING.

EXAMINATIONS FOR DIPLOMATIC AND CONSULAR SERVICES.

NOTIFICATION BY THE MINISTRY OF FOREIGN AFFAIRS.

IN accordance with the Decree for the Examinations for Diplomatic and Consular Services and the Regulations for the Qualification Tests in the Examinations for Diplomatic and Consular Services promulgated by Mandate on Sept. 30th, 1915, and published in the Government Gazette of Oct. 1st, 1915, this Ministry will conduct the qualification tests next April.

Those who possess the qualifications as required by Article 3 of the Decree for the Examinations for Diplomatic and Consular Services and wish to enter as candidates for the examinations must, as provided by Articles 1 and 2 of the Regulations for the Qualification Tests, send in to this Ministry before February 25th, 1916, their applications and the statements of their records and also an essay together with the translation into one or more of the following languages: English, French, Russian, German, and Japanese. They must also submit their diplomas or certificates from Chinese or foreign schools or colleges to this Ministry for examination.

As regards applicants resident in the Provinces, they may send by post to this Ministry their applications, statements of their records, essays and translations and may defer the submission of their diplomas or certificates until they come to Peking for the examinations. They will be notified through the Government Gazette if and when they have been passed by the Qualification Tests Committee as qualified candidates for the examinations, so that they may come to Peking at the appointed time.

Form of Application.

I wish to enter as a candidate for the Examinations for Diplomatic and Consular Services and in accordance with Article 1 of the Regulations for the Qualification Tests in the Examinations for Diplomatic and Consular Services, I hereby send in my application besides submitting herewith the statement of my record and my essay with its translation in the language or languages.

Signed (.....) Sealed (.....)

Name.....age.....date of birth.....

Parentage: Names of great-grand-parents.....living or dead.

Names of grand-parents.....living or dead.

Names of parents.....living or dead.

Native Places (Province and District)

Education:

Courses of study pursued and degrees or degrees received.

Your school or college (state whether government or private institutions, foreign or Chinese, and date of entrance and of graduation).

Occupation (Past and present, official or otherwise, and the length of time you have held each Office or you have been engaged in each work).

Signed (.....) Sealed (.....)

Name.....age.....date of birth.....

Parentage: Names of great-grand-parents.....living or dead.

Names of grand-parents.....living or dead.

Names of parents.....living or dead.

Native Places (Province and District)

Education:

Courses of study pursued and degrees or degrees received.

Your school or college (state whether government or private institutions, foreign or Chinese, and date of entrance and of graduation).

Occupation (Past and present, official or otherwise, and the length of time you have held each Office or you have been engaged in each work).

## PUBLIC COMPANIES

## HONGKONG CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

THE NINETEENTH ORDINARY MEETING OF SHAREHOLDERS in the Company will be held at the Office of the Company, Hotel Mansions, TO-DAY (TUESDAY), the 16th February, 1916, at 12 o'clock Noon, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 2nd to the 15th February, 1916, both days inclusive.

By Order of the Board of Directors,  
W. E. CLARKE,  
Secretary.

Hongkong, 26th January, 1916. [207]

THE KOWLOON LAND & BUILDING COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the TWENTY-SEVENTH ORDINARY MEETING OF SHAREHOLDERS in this Company will be held at the Company's Office, Victoria Buildings, on FRIDAY, 18th February, 1916, at Noon, for the purpose of receiving the Report of the Directors together with Statement of Accounts for the year ending 31st December, 1915.

The REGISTER OF SHARES of the Company will be CLOSED from FRIDAY, the 11th, to FRIDAY, the 18th February, 1916 (both days inclusive), during which period no Transfer of Shares can be Registered.

By Order of the Board of Directors,  
MOWBRAY S. NORTHCOTE,  
Acting Secretary to the

HONGKONG LAND INVESTMENT & AGENCY CO., LIMITED,  
General Agents for the

KOWLOON LAND & BUILDING CO., LTD.  
Hongkong, 9th February, 1916. [253]

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY YEARLY MEETING OF the SHAREHOLDERS in this Corporation will be held at the City Hall, Hongkong, on SATURDAY, the 19th day of February, 1916, at Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts for the year ending the 31st December, 1915.

The REGISTER OF SHARES of the Corporation will be CLOSED from MONDAY, the 7th February, to SATURDAY, the 19th February, 1916 (both days inclusive), during which period no Transfer of Shares can be Registered.

By Order of the Court of Directors,  
F. J. STARR,  
Chief Manager.

Hongkong, 31st January, 1916. [229]

THE CHINA PROVIDENT LOAN & MORTGAGE COMPANY, LTD.

THE NINETEENTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the Company will be held at the Office of the Company, 28, George's Building, No. 6, Connaught Road, on FRIDAY, the 25th February, 1916, at 11.30 A.M., for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1915, and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from MONDAY, the 21st February, 1916, until FRIDAY, the 25th February, 1916, both days inclusive.

SHEWAN, TOMES & Co.,  
General Managers.  
Hongkong, 10th February, 1916. [275]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

SHARE CERTIFICATE No. 2965, dated 6th May, 1909, of Thirty Shares numbered 8115 to 8139 inclusive and 18592/18598 inclusive, standing in the Register in the name of Dr. JOSEPH WHITLESEY NOBLE, having been LOST, Notice is hereby given that unless said certificate be produced at the Office of the Company, 20, Des Voeux Road Central, Hongkong, on or before the 10th day of March, 1916, a New Certificate for the said Shares will be issued and the old Certificate will thereafter be held by the Company as null and void.

DOUGLAS LAFRAIK & Co.,  
General Managers.  
Hongkong, 9th February, 1916. [284]

THE HONGKONG STEAM LAUNCH TUG AND LIGHTER CO., LTD.

LOST.

APPLICATION has been made to this Company to issue Duplicate Certificate of 30 Shares in this Company in the name of YUEN CHEONG or other Certificate or Certificates in lieu thereof upon Statement that the Original Certificate No. 33, Thirty Shares numbered 7729/7758 dated 18th August, 1910, has been LOST or DESTROYED; and NOTICE IS HEREBY GIVEN that if within 30 days from the date hereof no claim or representation in respect of such Original Certificate is made to the Company, the Undersigned will then proceed to deal with such application for duplicate.

For the HONGKONG STEAM LAUNCH TUG AND LIGHTER CO., LTD.,  
GORDON & Co.,  
General Managers.

Hongkong, 10th February, 1916. [259]

NOTICE.

ANY EUROPEAN, Non-Asiatic or Indian desiring to leave the Colony should apply in writing for permission to do so to the Captain SUPERINTENDENT OF POLICE at least 48 hours before the intended hour of departure, giving name, nationality, age, sex, height and occupation, and stating the name of the steamer or other vessel or the hour of the train by which the applicant wishes to leave. Applicants should apply in person for their passes at the CENTRAL POLICE STATION between the hours of 9 A.M. to 1 P.M. and 2 P.M. to 4 P.M. daily.

Hongkong, 10th July, 1915. [77]

## INTIMATION

## HONGKONG RACE MEETING.

## MESSRS. J. A. S. WATSON &amp; CO.

Invite owners of Race Stands

and others to visit their extensive

Wine Vaults and inspect the

magnificent assortment of

WINES, SPIRITS & LIQUORS.

The variety and number of brands

therein stocked enable them to

suit the taste of the most fastidious,

as well as appeal to those to whom

price is a consideration.

For Race Orders full credit will

be given for unopened bottles which

customers may wish to return.

A. S. WATSON

& CO., LTD.,

WINE & SPIRIT MERCHANTS.

ESTABLISHED 75 YEARS.

ACKNOWLEDGMENT.

Mr. and Mrs. L. J. Lopez and Family thank their friends most heartily for the kind sympathy extended to them in their bereavement and for the floral wreaths sent, also to those who attended the funeral.

Hongkong Office: 10a, Des Voeux Road, C. London Office: 151, Fleet Street, E.C.

The Daily Press.

Hongkong, 15th February, 1916.

THE POLICY OF REPRISALS.

SINCE the first German air-raid upon England there has been a steadily growing feeling of exasperation among the people at home at such wanton and wicked destruction of life and property. During the earlier months of the war, when the atrocities committed in Belgium were filling the world with horror, the losses and suffering which followed the visits of the Zeppelins were endured in silence.

With each succeeding raid, however, the feeling of bitterness has very naturally intensified, and the demand for a policy of reprisal, which at first was only voiced by an insignificant few, has now become so insistent, and is receiving such strong support from influential quarters, that the Government has been forced to take cognisance of it. The Government's judgment is reflected in the statement of the Lord Chancellor, which appears in our cable columns this morning. Lord Buckmaster, protests strongly against the adoption of any such measure, and places the case very clearly and concisely before the public when he says that if it "meant the murdering of German women and children in cold blood there could be no greater tragedy than that, when we had conquered the Germans, we had moulded ourselves on their model." This opinion, we feel sure, will be endorsed by the vast majority of our fellow-countrymen. We can sympathise with, and fully understand, the attitude of those who argue that it is useless to pay too scrupulous regard to the ordinary rules of warfare when fighting an opponent who openly boasts the efficacy of a policy of terrorism in regard to non-combatants, whether they be men, women or little children. It is not to be wondered at that many incline to Lord Rosebery's view that we have been

patient too long. Yet, it is safe to say that there are few who would not shrink from the deed if they were called upon to throw an explosive bomb upon a sleeping household or into a group of women and children whose deaths could not, by any stretch of the imagination, shorten the war by a moment, or exercise the slightest influence upon the conduct of those responsible for its direction.

Above all, it must not be forgotten that we are fighting for the cause of civilisation, for the cause of humanity. There is, admittedly, little room for sentiment in warfare; it is a cruel and bloody business at its best, and it is impossible that any feelings, akin to pity, should be allowed to interfere with any measures, however stern and repressive, which are calculated to weaken the resistance of the enemy and bring the conflict to a speedy conclusion. The air reprisals now advocated, however, cannot claim this excuse. They have nothing in common with the attacks, which are properly made by British aeroplanes, whenever the opportunity arises, upon armed camps and points of military importance. They are simply murderous attacks upon innocent non-combatants—a form of warfare which, no matter what the provocation, must be avoided by the Allies, who up to now have kept their hands clean. Those who recede this argument on the ground that it is purely sentimental—as though sentiment were of no importance—and clamour for the discontinuance of "kid glove methods," should remember that whilst we can defeat Germany on the battlefield—for of her defeat in the long run there can be no doubt—we shall inevitably lose in any competition with her in brutality. The policy of reprisal, it will be recalled, was once attempted in a very modified form. England, with ample justification, decided that the captured members of a submarine crew, who were guilty of murder on the high seas, were not entitled to be treated as honourable prisoners of war. This decision was publicly announced, and Germany promptly placed many British officers in solitary confinement and would, doubtless, soon have resorted to harsher measures if our policy had been persisted in. Only that nation which is lost to all sense of honour and national dignity can hope to triumph in any display of "frightfulness." England cannot afford to sully her reputation by resorting to methods the practice of which has made the name of her enemy a scorn and by-word among nations.

Mails for Europe via Siberia close to-day at 11 a.m. and at 3 p.m.

The 203 pearls, valued at \$20, recently reported stolen from a house at Tai O, have all been recovered.

The total output of the Kailan Mining Administration's mines for the week ending 9th January, 1916, amounted to 37,603 tons and the sales to 47,293 tons.

Charles Brown failed to appear at the Magistracy to answer a charge of being drunk and disorderly, and his bail of \$5 was exstated by Mr. Wood.

The marriage will take place in Hongkong shortly of Mr. Albert Bruce Puddicombe, Shamen, Canton, to Miss Lydia Augusta Arnot, who is en route from England.

Mr. William F. Payne, Manager of the Canadian Pacific Ocean Services, Ltd., has arrived in Hongkong to take charge of the re-opening of the C. P. R. trans-Pacific lines.

The presentation by the members of the F.M.S. Service of a battleplane fighter to the Empire has been completed, and the sum required, \$19,300, cabled to the War Office. This gift will fight for the Empire as Malaya No. 12.

During the hearing of a charge against a Chinese of stealing two electric bulb lamps from the Empress of Asia at the Magistracy yesterday it was stated that about 200 of these lamps had been stolen from the Empress boat. Defendant was sent to prison for three months.

A Chinese was fined \$150, with the alternative of three months' imprisonment, by Mr. Wood for bringing 94 letters into the Colony in contravention of the Ordinance. Defendant was arrested on the Wing Lok Wharf with the letters, some of which were marked "Paid" and others "To be paid."

During the week ending February 12th four cases of diphtheria (one British and the rest Chinese) were reported, three of which proved fatal. There were three Chinese cases of enteric fever, two of which proved fatal. Eight cases, all Chinese, of smallpox were also reported, seven of which proved fatal.

## RANDOM REFLECTIONS

Though the duties of the Sanitary Board do not make a very strong appeal to the imagination, there is invariably competition for the honour of discharging them—a fact which should not be overlooked by those good souls who fear that if a greater measure of representation were accorded to the community on the Legislative Council difficulty would be experienced in obtaining a sufficiency of suitable candidates. For the seat vacated by Dr. Fitzwilliams on his departure from the Colony—en route for the front, it is understood, by way of Australia—there are two aspirants, both of whom belong to the Medical Faculty. Dr. Ozorio is a member of the Portuguese community which has no direct representation on the Board, and for this reason he may be expected to receive considerable support. His opponent, Dr. Earle, however, has a very influential backing, and is a man whose wide experience and high scientific attainments would make him a great acquisition.

Commander Beckwith, the Harbour Master, seems to be slow in acquiring a knowledge of legal procedure. Some time back he was obliged to re-hear a case because he had refused to allow the defendant to make a statement or submit evidence. One lesson like that should have proved sufficient. Yet last week he was under the necessity of re-opening his Court after it had been closed, in order, again, that the defendant might have an opportunity of offering his defence. But for the friendly guidance of an onlooker the defendant would have remained in ignorance of his rights, though it was obviously the duty of the Court to enlighten him. A magisterial Court, it should be borne in mind, is not merely an instrument for inflicting punishment; its first duty is to ascertain the full facts and consider them impartially, giving the benefit of any doubt to the accused.

People are beginning to ask with reason what has become of the Committee appointed by the Government to fix the maximum prices of foodstuffs in this Colony. In London the Committee formed for a similar purpose shortly after the outbreak of war met twice a week to revise their figures; in Hongkong one may be excused for doubting whether the Committee ever meet at all. Certainly, the result of their deliberations is not very apparent. When, for example, did they last fix the price of meat? Beef bought in bulk is actually cheaper now than it was before the war, owing to the reduction which has taken place in the demand for reasons that will be patent to everyone. Yet one fails to find this reflected in the quotations published for the guidance of the harassed housekeeper. It is probable that if the examination were carried further similar neglect would be discovered in regard to many other things. The Committee would do well to devote a little attention to their duties occasionally, and to remember that in practice their maxima are the shopkeepers' minima.

The correspondent who wrote complaining of the "dangerous rush" at a local cinematograph theatre might easily have developed his theme. There is, for example, the rush of the



# THE WAR.

## GREAT GERMAN EFFORTS FAIL.

### MANY ATTACKS IN SEVERAL SECTORS.

#### FIGHTING ON RIGA-DVINSK FRONT.

#### DOGGED PROGRESS IN CAUCASUS.

#### AMERICA AND GERMAN PROPOSALS.

#### FRENCH AND GERMAN WARSHIPS SUNK.

#### RELIEF OF FREIGHT SITUATION.

#### FRANCO-BELGIAN FRONT.

[THROUGH REUTER'S AGENCY.]

#### GERMAN OFFENSIVE IN WEST.

##### NUMEROUS ATTACKS IN SEVERAL SECTORS.

PARIS, February 13th.  
To-day's communiqué says that the French guns northward of Vic-sur-Aisne dispersed German detachments which advanced as far as the entanglements.

The Germans, in the neighbourhood of Crouy, reached the French trenches, but a counter-attack promptly drove them out. The Germans left their dead and prisoners.

The enemy in Champagne launched five successive counter-attacks at Buttet-de-Meuil at dusk and in the evening. All were repulsed.

There was artillery activity in Lorraine.

#### SERIES OF ABORTIVE ATTACKS IN ARTOIS.

##### FIGHTING IN OTHER SECTORS.

PARIS, February 14th.

The evening communiqué states:—The Germans made a series of attacks in Artois. The first, which took place in the morning west of Hill 140, was resultless. In the afternoon the Germans, after a violent bombardment, attacked at four different points. Three were stopped dead by artillery and rifle fire. The fourth gained a footing in a first line trench west of Hill 140, but the Germans were immediately ejected by a counter-attack, which inflicted heavy loss.

A German aeroplane was shot and fell in flames in our lines east of Givenchy. A German grenade attack south of Frise failed. We bombarded enemy works east of the Oise. German artillery was very active between Soissons and Rheims, where our artillery rendered abortive infantry attacks which were being prepared. We took prisoners in a fight in Champagne. The enemy gained a footing in our advanced trenches east of Tahure. An enemy attack in Upper Alsace was crushed by our artillery.

#### BRITISH OCCUPY MINE CRATER.

LONDON, February 14th.

General Sir Douglas Haig reports that on Saturday night we sprang a mine west of Hulluch and occupied part of the crater. There was considerable artillery activity on both sides during the day, particularly at the Hohenzollern Redoubt, Quinchy, and Aumontiers, and there was much aerial activity about Ypres.

#### SHOCKING BOMB ACCIDENT.

LONDON, February 13th.

A British officer was teaching recruits bomb-throwing near Hazebrouck when a grenade exploded in his hand, with the result that five men were killed and 24 injured.

#### RUSSIAN FRONT.

[THROUGH REUTER'S AGENCY.]

#### ABORTIVE EFFORTS IN NORTH.

##### RUSSIANS ACHIEVE IMPORTANT CAPTURE.

PETROGRAD, February 14th.

A communiqué says there has been fierce artillery fighting in the Riga region. The Germans attempted an attack near Jacobstadt, but the Russians rushed out of their trenches and repulsed them.

The Germans are using asphyxiating hand grenades in the Dvinsk sector. The Russians captured and held against counter-attacks the village of Garbunovka, which is important for the protection of Dvinsk.

#### CAUCASUS CAMPAIGN.

##### GALLANT RUSSIAN PROGRESS.

PETROGRAD, February 14th.

The Russians in the Caucasus, advancing in deep snow, with the temperature 50 below Zero, forced inaccessible passes near Erzerum, and captured 800 prisoners, seven guns, and much booty.

The bombardment of Erzerum continues effectively. We caused a great explosion in a fort.

#### RUSSIANS OCCUPY PERSIAN TOWN.

PETROGRAD, February 14th.

The Russians in Persia have occupied the town of Duletabad, in the region of Hamadan.

#### BRITISH NAVAL MEN IN RUSSIA.

##### FORCE RECRUITED FROM ALL PARTS OF EMPIRE.

LONDON, February 14th.

The first number of the *Archangel Herald*, "the official organ of the R.N.A.S. Russian Expedition," received in England shows that several hundred British Naval men, composing automobile squadrons, commanded by Captain Locker-Lampson, M.P., arrived in Russia before Christmas. The *Herald* contains a message of farewell from His Majesty the King, in reply to a message from the leader of the contingent, with a commentary by the latter mentioning that the force has been recruited from all parts of the Empire, including South Africa. A recent casualty list testifies that they have already been in action.

#### ITALIAN FRONT.

[THROUGH REUTER'S AGENCY.]

#### ENEMY AEROPLANES ACTIVE. WOMEN AND CHILDREN KILLED.

ROME, February 14th.

Enemy aeroplanes have bombed Codigero, in the province of Ferrara, and Boterighe, in the province of Rovigo, and also Ravenna. Fifteen persons were killed, including women and children, and a number were injured. A Red Cross station and the basilica of the Sante Apollinare, at Ravenna, were damaged.

[THROUGH REUTER'S AGENCY.]

#### THE PROPOSED PARIS CONFERENCE.

PARIS, February 13th.

The French Press welcomes most warmly the proposal of a Conference between Italy and France at Paris and points out the necessity of the subordination of political aims for the purpose of common victory.

#### THE FREIGHT SITUATION.

##### HALF MILLION TONS OF SHIPPING TO BE COMPLETED.

LONDON, February 14th.

It is stated in Glasgow that the Government have decided to grant facilities to shipbuilders to finish half a million tons of mercantile shipping which is nearing the launching stage, with a view to relieving the freight situation.

#### THE NEED OF MEN.

##### MORE TO BE CALLED UP THIS WEEK.

LONDON, February 14th.

It is stated that a proclamation will be issued this week calling up all the remainder of Lord Derby's groups of bachelors, and also those who were compulsorily enlisted under the Military Act. It is understood that only a small percentage of men have been obtained by calling up the first four groups. The lists of the exempted men will also be revised.

#### ZEPPELIN REPRISALS.

##### CONDEMNED BY LORD HIGH CHANCELLOR.

LONDON, February 14th.

Lord Buckmaster, Lord High Chancellor, speaking at Keighley, protested against the idea of reprisals for Zeppelin raids, if they meant the murdering of German women and children in cold blood. There could be no greater tragedy than that when we had conquered the Germans we should mould ourselves on their model.

#### MINISTER OF AVIATION.

LONDON, February 14th.

It is suggested that Lord Curzon will possibly be appointed Minister of Aviation.

#### GERMAN SEAPLANE CIRCLES OVER COPENHAGEN.

##### DENMARK PROTESTS.

COPENHAGEN, February 13th.

Much surprise has been caused by a German seaplane circling twice over the city, disappearing over the Navy Yard. The Government has sent a protest to Berlin.

#### FAMOUS BRITISH FLYING MAN WOUNDED.

PARIS, February 13th.

Mr. Gramme-White has been seriously wounded.

#### GERMAN FIRMS FAIL IN SOUTH AMERICA.

MONTE VIDEO, February 13th.

Four German firms have failed in Uruguay, the liabilities being estimated at 12,000,000 francs.

#### BRITISH ARMY BOOTS.

##### TO BE MADE FROM ITALIAN HIDES.

LONDON, January 14th.

The War Office announces that an agreement has been made whereby Italy will release a quantity of heavy Italian hides weekly for the production of British army boots in return for the prohibition of export, except under licence, of Dacca kips under eight pounds from India and the United Kingdom. The licences will be issued only if the kips have been refused by the Italian Ministry of War, or not purchased within a month of offer.

#### SITUATION IN CHINA.

##### REBELS CAPTURE CHUNKING.

TOKIO, February 14th.

Chunking has been captured by the rebels, to whom the Government troops there have gone over.

#### NEW JAPANESE AMBASSADOR TO ROME.

LONDON, February 14th.

Mr. Ijima, formerly Japanese Minister to Peking, has been appointed Ambassador to Rome.

#### NAVAL ACTIVITIES.

[THROUGH REUTER'S AGENCY.]

#### GERMAN GUNBOAT SUNK.

HAVRE, February 14th.

A Belgian official announcement says that the German gunboat *Hedwig Wiseman* was sunk in a fight in Lake Tanganyika. Two Germans were killed and 21 captured. The Anglo-Belgian flotillas suffered no losses.

#### FEARED LOSS OF FRENCH AUXILIARY.

PARIS, February 13th.

A Naval communiqué says that there is some uneasiness concerning the 4,000-ton auxiliary cruiser *Amiral Charner*, which has been missing since the 8th inst., when a German submarine claimed to have sunk a French cruiser.

#### SUBMARINE WARFARE.

LONDON, February 14th.

The Norwegian steamer *Alabama* has been sunk. The crew were saved. The Belgian steamer *Adriatic* has also been sunk, two persons being drowned.

#### BRITISH STEAMER TORPEDOED.

##### CREW PICKED UP AND LANDED AT MALTA.

MALTA, February 13th.

The British steamer *Springwell*, which was bound for India, has been torpedoed without warning. The officers and crew, numbering 73, were picked up and landed here.

#### WHITE STAR LINER CHASED.

LONDON, February 14th.

A telegram from New York says that the White Star liner *Cretic* has arrived at Boston and reports that she was chased by an enemy ship in the neighbourhood of Gibraltar.

#### AN INTERNED GERMAN VESSEL.

##### FAILS TO ESCAPE FROM BRAZILIAN PORT.

RIO DE JANEIRO, February 14th.

A German 5,000 tonner, the *Aurora*, made a dash to escape from the harbour of Belem. Two Brazilian warships had to shell her for some time before she returned to port.

An inquiry has been opened.

#### THE BALKANS.

[THROUGH REUTER'S AGENCY.]

#### FINE APPEARANCE OF REINFORCEMENTS.

SALONIKA, February 13th.

French reinforcements have arrived. Their fine appearance greatly impressed the Greek soldiers and populace.

#### GENERAL.

[THROUGH REUTER'S AGENCY.]

#### AMERICA AND SUBMARINE WARFARE.

##### "AN INEXTRICABLE CONTROVERSY."

WASHINGTON, February 14th.

The State Department has received the text of Germany's Memorandum regarding submarine warfare.

NEW YORK, February 14th.

The papers express the opinion that President Wilson is involved in an inextricable controversy as the result of the Memorandum following Mr. Lansing's suggested disarmament of merchantmen.

Officials of the State Department are quoted as expressing surprise at the assumption of the Press that the United States has accepted the proposals of Germany.

#### FRENCH MINISTERS AT ITALIAN FRONT.

ROME, February 13th.

The French Ministers were ovated on leaving for the front to visit King Emmanuel. A later telegram says that M. Briand has arrived at the Italian front.

M. Briand and his colleagues, including the King at Headquarters, visited the Italian front, and departed for Paris in the evening.

#### PEKING NOTES.

[FROM OUR OWN CORRESPONDENT.]

PEKING, February 3rd.

##### THE REVOLT IN THE SOUTH.

Conflicting reports and discreet silence render it difficult to sum up the situation in the South. Rebel successes and loyalist victories are recorded from various sources, but as residence in the capital induces in most people a certain amount of scepticism, it will be understood that neither of these are accepted at their face value. There can be no doubt that Kwangsi has wobbled and that Kwangsi and Szechuen are sources of anxiety, but even if these provinces were to declare for the rebels the effect would be more apparent than real. What would be seen is that Szechuen, representing a territory greater than that of France and with perhaps a greater population, had decided against the monarchy, but actually it would be nothing more than a satrap with a certain amount of soldiery deciding to embark on an adventure which seemed to promise position and money. If the provinces mentioned joined issue with Yunnan, there can be no doubt that the result would be awkward for the present administration and might have consequences unforeseen at the moment, but it has to be remembered that Yuan Shih Kai is the man who has the confidence of the Powers and indeed also of the thinking portion of his own countrymen, and for that reason we expect him to win through. The deliberation which has characterised the movements of both parties up to the present suggests that the decision will not be sought for in the shock of battle. Money is a big consideration, both for leaders and for men. Besides, the Chinese have always despised resort to force, and the soldiers on both sides know that.

He who fights and runs away  
Will live to fight another day.

##### JAPANESE INTEREST.

The visit of the Japanese Minister to the Viceroy on the 24th January aroused a certain amount of interest at the moment, but that interest has been deepened since Japanese papers have reached here with statements to the effect that Mr. Hioki addressed direct queries to the Chinese Government as to their view of the rising in Yunnan in connection with the advice tendered by Japan concerning the monarchical movement. I have made inquiries on the subject, and from the answers received, I am inclined to the view that no question of such a nature was asked officially, though no doubt the rebels afforded a topic for conversation.

##### AN OBSCIOUS PAPER.

I heard this morning on fairly good authority that the Chinese had made arrangements for the purchase of the Japanese organ, the *Shuntien Shih Pao*, which has proved such a thorn in the flesh of the Government, particularly since the monarchical movement was inaugurated and since the outbreak in Yunnan. Only two days ago it published the instructions, or what purported to be instructions, issued from Peking to the Yunnan authorities respecting the steps to be taken to secure a unanimous vote in favour of the monarchy when the question was submitted to the narrow electorate. This was decidedly awkward, as it tended to show that the revolutionaries had a certain amount of justification for their action. The report may be true, because it is generally believed by foreigners that the *Shuntien Shih Pao* was out for blackmail, but the Chinese have no guarantee that if this paper is bought over that another will not be started on similar lines. However, *vous verrons*.

##### CHINA NEW YEAR.

There is no doubt that China New Year has as great a hold upon the people as ever, despite the brief republican enthusiasm for the Western calendar. Compared with last year the observance this year is very marked. For instance, newspapers suspended publication in 1915 for only a day or two, but on this occasion they have closed down for seven and eight days. Similarly, the Government offices are enjoying a longer holiday, and business generally is at a standstill for the much longer intervals of pre-Republican days. So far, the event has passed very quietly in Peking. The city has a Sunday-like appearance altogether unique.

##### BUTTER FAMINE.

Peking is now threatened with a butter famine. None of the commodity from Australia or New Zealand is reaching here, and as the export from Siberia has been prohibited it is only a little smuggled butter that gets here from the north. Housewives are considering the use of dripping, and probably in a little time we shall regard butter as a luxury which we should deny ourselves in this period of sacrifice.

#### HONGKONG RACES.

##### TRAINING NOTES.

Yesterday morning there was a large crowd of enthusiasts on the rails to witness the work done by the ponies, and the presence of a few riders from the North added a new interest to the proceedings. The principal gallops among the Derby ponies were those by the three "Dahlias," over 1½ miles, all ridden by Mr. Burkill, and their respective times are tabulated thus:—

|                | Full.  | Last 1. |
|----------------|--------|---------|
| Windsor Dahlia | 2.40.2 | 30      |
| Winsome Dahlia | 2.52.4 | 29      |
| Giant Dahlia   | 2.52.4 | 32.3    |

Their owner and astute trainer should now be in a position to know which is really the best of this trio, but close observers of the "clock" would be better able to gauge the situation if Buckingham Dahlia had also been publicly put through his paces. Perhaps the last-named pony will be galloped this morning, and many "tickers" will be set against him. "Winsome's" last quarter was variously recorded, but 29 dead is as correct as most.

Daylight, with a boy up, strode over a mile in 2.14.1, with the last quarter in 33.1—somewhat slow at this late date; but he may be opened out in a day or two when a crack rider is aboard. Adventure (Seth) went a striding gallop of 1½ miles, finishing the last quarter in 33.1, and without tiring. Mr. Seth also rode Maybey over 1½ miles in 4.10.4, last quarter in 33, which shows his condition. Both ponies are in good nick and should be well worth watching. Mr. Burkill also piloted Perfection Dahlia and Standard Dahlia over 1½ miles, the first named reeling off the journey in 2.48, last quarter 31.3, and the "Standard" in a second less, with 32.2 for the last quarter. Australian Chief, with Mr. Stewart riding, covered a mile and a quarter in 2.50.2, last quarter 30.4—a real good gallop, and one that pleased his admirers. Freddie, with Mr. "Knoll" in the saddle, was taken 1½ miles, which he was credited with doing in 3.30.3, last quarter in 29. Bluelight was "clocked" to have taken 2.58.2 for a spin over five quarters, the last being returned as 29.1. Mr. Vida rode Triumphant Dahlia over the Championship distance in 2.52, last two furlongs in 30.3—a taking spin. The same horseman rode Blackbird Dahlia in a mile gallop, but the time was slow—2.20, last quarter 32. Social Schmeer (Sedgwick) went a mile and a quarter in 2.53.1, last quarter 32.4.

It is believed that Messrs. Burkill and Vida, as customary, will ride for Sir Paul Ochter's stable, Mr. Stewart for Mr. Kadoorie, Mr. Johnston for the Peel contingent, and Mr. Moller for Mr. Cere, with perhaps Mr. Heard on the "Kings."

NIMROD.

#### BELGIUM STARVED INTO HEALTH.

##### VIEWS OF MR. FLETCHER, THE APOSTLE OF MODERATE EATING.

[BY HENRY N. HALL.]

Horace Fletcher, the world's most energetic food expert, who has just put in sixteen months' service with the Commission for Relief in Belgium, was telling me how his theories had worked out when applied to the feeding of a whole nation. Sitting on a lounge in his room at the Lotos Club he said:—

"General health conditions are excellent in Belgium, but this is also true, though perhaps not to the same extent, of the civilian population of all the countries at war. But in Belgium we have the most remarkable example in history of the application of scientific principles and hygienic laws to the food problem of an entire people. The results have been marvellous. Undertakers are literally without work. No one in Belgium to-day is dying of what one might call the diseases of intemperance and of civilization. They have been driven out as completely as malaria has been driven from the Isthmus of Panama. The only cases of fatal sickness are cases of tuberculosis, cancer and that sort of thing, specific diseases contracted before the war. There is almost no influenza, no appendicitis, no auto-intoxication."

"That is what enforced temperance and short rations have done, aided also by the serenity of the people, a serenity due to the fact that they have one big worry participated in by all, which takes the place of the million minor worries cultivated individually in times of peace and prosperity. This has resulted in decreasing the death-rate beyond belief."

"At the same time the birth-rate is high. It is true that it dropped in May, just as it dropped suddenly in every country in Europe, nine months after the outbreak of the war, but now, taking all conditions into consideration, the birth rate is so extraordinarily high that one may almost hope that the saving of life among the civilians and the creation of life will very greatly offset the losses in manhood at the front. It is even possible that despite the enormous numbers of men killed the total population of Europe will be greater at the end of the war than it was at the beginning."—*The World*.





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OVER CHILD'S LIMBS**

Little Boy Also Broke Out. Other  
Little Girl Had Face Same. Cuti-  
cure Soap and Ointment Healed.

74, Cranbrook Rd., St. John's, London.  
S. E., Eng. "My little girl then five years  
old had her skin badly hurt, the skin being  
rubbed off by the use of a towel. It soon  
formed a great matter, and was very  
painful. I saw the Cuticura Soap and Ointment  
advertisements in the paper so I bought it  
and used it. The first night she slept  
better. I bathed them regularly three  
times a day and dressed the places with the  
Cuticura Ointment and they were cured.  
(Signed) Mrs. Mary Lippincott, Jan. 22, 1914.



Then my little girl two and one half years  
old had her face the same in no time. The children  
were tormented with the terrible itches.  
My little boy used to pick at his  
skin so much in his sleep that we really  
thought he would pick it all away. This  
would not do. I saw the Cuticura Soap and  
Ointment advertisement in the paper so I bought  
it and used it. They were cured. They did not know what  
it was to get a night's rest for weeks.  
"I saw the Cuticura Soap and Ointment  
advertisements in the paper so I bought it  
and used it. The first night they slept  
better. I bathed them regularly three  
times a day and dressed the places with the  
Cuticura Ointment and they were cured.  
(Signed) Mrs. Mary Lippincott, Jan. 22, 1914.

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Although Cuticura Soap and Ointment  
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Backache, etc. It is the only medicine  
which cures these ailments. It is sold  
everywhere. All Chemists and Druggists  
keep it. Price 1/6 per box. Six boxes  
5/6. Postage 1/6. Write for free  
information to: MARTIN'S APIOL STEEL  
PILLS, 10, Rue de la Harpe, Paris.

**MARTIN'S**

**APIOL STEEL**

**PILLS**

**THE NEW FRENCH REMEDY.** No. 10, Rue de la Harpe, Paris.

**THERAPION**

**CONSUMPTION**

**GRIMAUDT'S**

**SYRUP**

**OF**

**HYPOPHOSPHITE OF LIME**

**FOR**

**STUBBORN COUGHS**

**BRONCHITIS**

**WEAK LUNGS**

**CATARRH**

**CONSUMPTION**

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1. The first step in the process of identifying a problem is to recognize that a problem exists. This involves gathering information about the situation and identifying the specific issue that needs to be addressed.

2. Once a problem has been identified, the next step is to define the problem clearly. This involves stating the problem in a concise and specific manner, identifying the scope of the problem, and determining the goals that need to be achieved.

3. The third step in the process is to generate potential solutions. This involves brainstorming ideas and considering different approaches to solving the problem. It is important to consider a wide range of options and to evaluate the potential benefits and drawbacks of each.

4. The fourth step is to select the best solution. This involves comparing the potential solutions and choosing the one that is most likely to be effective and feasible. It is important to consider the resources available and the time constraints when making this decision.

5. The final step in the process is to implement the chosen solution. This involves putting the solution into action and monitoring the progress. It is important to communicate the plan to all relevant parties and to ensure that everyone is working towards the same goal.







# P. & O. S. N. CO. TOYO KISEN KAISHA. P. & O. S. N. CO.

| FOR                                                   | STEAMERS         | TO SAIL           | REMARKS                          |
|-------------------------------------------------------|------------------|-------------------|----------------------------------|
| LONDON VIA SINGAPORE, PENANG, COLOMBO, and MARSEILLES | NANKIN           | 10 a.m. 15th Feb. | Freight and Passage.             |
| SHANGHAI                                              | Capt. G. Manley  | About 30th Feb.   | Freight and Passage.             |
| SHANGHAI, MOJI, KORE, NORE, and YOKOHAMA              | Capt. D. Ashby   | About 22nd Feb.   | Freight and Passage.             |
| LONDON and BOMBAY VIA NAMUR                           | Capt. A. Collyer | 8 p.m. 24th Feb.  | See Special Usual Ports of Call. |

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to—

E. V. D. PARR,

Acting Superintendent.

Hongkong, 14th February, 1916.

## CHINA NAVIGATION CO., LTD.

### SAILINGS SUBJECT TO ALTERATION

| FOR                         | STEAMERS    | TO SAIL              |
|-----------------------------|-------------|----------------------|
| MANILA, CEBU and ILOILO     | "TAMING"    | On 15th Feb. 4 p.m.  |
| SHANGHAI                    | "YINGCHOW"  | On 15th Feb. 4 p.m.  |
| HOIHOW, PAKHOI and HAIPHONG | "SUNGKIANG" | On 17th Feb. 10 a.m. |
| SHANGHAI                    | "SHANTUNG"  | On 17th Feb. 4 p.m.  |
| WEIHAIWEI and TIENSIN       | "HUICHOW"   | On 20th Feb. 11 a.m. |

DIRECT SAILINGS TOWEST RIVER Twice Weekly.  
S.S. "LINTAN" and S.S. "SANUI"

MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN."

SHANGHAI LINE—PASSENGERS, MAILS and CARGO. S.S. "ANHUI," "CHENAN," "LUCHOW," "YINGCHOW," "SHANTUNG," and "SINKIANG," with excellent accommodation, Electric Light and Fans in Saloon and State-rooms, maintain a regular scheduled service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday, and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Whampoa.  
For Freight or Passage apply to—BUTTERFIELD & SWIRE,  
Hongkong, 15th February, 1916. TELEPHONE 36. AGENTS.

## DOUGLAS STEAMSHIP CO., LTD.

### HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

### ISWATOW, AMOY AND FOCHOW AND RETURN.

Occupying at 9 to 10 Days

| STEAMER    | CAPTAIN              | LEAVING                       |
|------------|----------------------|-------------------------------|
| "HAICHONG" | Capt. W. C. Passmore | TUESDAY, 15th Feb., at 2 p.m. |
| "HAIFONG"  | Capt. J. W. Evans    | FRIDAY, 18th Feb., at 2 p.m.  |

The S.S. "Haiman" for Amoy Passengers only.  
Arrivals and Departures from the Company's Wharf (near Blake Pier).  
For Freight and Passage, apply to—DOUGLAS LAFRAIK & Co.,  
GENERAL MANAGERS.

Hongkong, 9th February, 1916.

## BRITISH INDIA S. N. CO., LTD.

### APCAR LINE.

#### REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

#### EASTWARD

#### WESTWARD

S.S. "JAPAN," 5015 tons, Captain C. P. Sedden, will be despatched for SINGAPORE, PENANG, RANGOON and CALCUTTA on 18th February

S.S. "FULTALA," 4154 tons, Capt. S. G. Cave, will be despatched for SINGAPORE, on 21st February.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a fully qualified surgeon.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,  
Hongkong, 11th February, 1916. AGENTS

## THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

### MAIL SERVICE TO AUSTRALIA.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

| STEAMER    | ARRIVE HONGKONG FROM AUSTRALIA | LEAVE HONGKONG FOR AUSTRALIA |
|------------|--------------------------------|------------------------------|
| ST. ALBANS | 20th Feb.                      | On 15th Mar. 11 a.m.         |
| EMPEROR    | 15th Mar.                      | On 8th Apr. 11 a.m.          |
| EASTERN    | 8th Apr.                       | On 29th Apr. 11 a.m.         |

All Steamers fitted with wireless Telegraphy.  
The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A fully qualified Doctor and Stewards are carried.  
For further particulars, apply toGIBB, LIVINGSTON & CO.,  
AGENTS

## SAN FRANCISCO LINE.

### VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice.

| Steamer     | Tons and Speed  | Leave Hongkong      |
|-------------|-----------------|---------------------|
| TENYO MARU  | 22,000—21 knots | TUES., 15th Feb.    |
| NIPPON MARU | 11,000—15 knots | TUESDAY, 29th Feb.  |
| DAIREN MARU | 5,000—14 knots  | TUESDAY, 3rd Mar.   |
| ANYO MARU   | 18,500—15 knots | SATURDAY, 11th Mar. |
| SHINYO MARU | 22,000—21 knots | TUES., 14th Mar.    |
| CHIYO MARU  | 22,000—21 knots | SAT., 8th April     |
| PERSIA MARU | 9,000—17 knots  | FRIDAY 21st April   |

\* Cargo only.

† Via MANILA. Cmt up Shanghai.

‡ Proceeding to South America Ports.

Steamer via Shanghai leaves at Noon.  
" " " " at 10.30 a.m.

|                       |                                  |
|-----------------------|----------------------------------|
| FIRST CLASS TO LONDON | £71.10...RETURN (6 MONTHS) £120. |
| " " " NEW YORK        | £50. " " " £96.10.               |
| " " " SAN FRANCISCO   | £45. " " " £68.                  |

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY CO.

SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS MISSIONARIES, etc.  
ROUND THE WORLD Tickets issued in connection with all the Principal Mail Lines and the Trans-Siberian Railway.  
Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge

## SOUTH AMERICA LINE.

### FOR CORONEL VIA JAPAN PORTS, HONOLULU, SAN FRANCISCO

LOS ANGELES SALINA CRUZ, BALBOA, CALLAO, AMICA, IQUIQUE AND VALPARAISO.

THENCE BY

TRANS-ANDEAN ROUTE TO BUENOS AIRES.

| Steamer   | Tons and Speed  | Sails               |
|-----------|-----------------|---------------------|
| ANYO MARU | 18,500—15 knots | SATURDAY, 11th Mar. |

For Full Particulars as to Passage and Freight, apply to—

K. DOI, ACTING AGENT,  
King's Building.

TELEPHONE 291.

## MESSAGERIES MARITIMES

### FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

OUTWARD

| For                         | STEAMERS    | To SAIL      |
|-----------------------------|-------------|--------------|
| SHANGHAI, KOBE and YOKOHAMA | AMAZONE     | On 8th Mar.  |
| (Without Transshipment)     |             |              |
| MARSEILLES VIA SAIGON and   | ANDRE LEBON | On 18th Feb. |
| PORTS                       |             |              |
| (Without Transshipment)     | ATLANTIQUE  | On 4th Mar.  |

Subject to immediate alteration without notice.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.  
Weekly branch line from Saigon to Haiphong.  
Branch line connecting every four weeks at Colombo, for Calcutta.  
State Rooms 1st, 2nd, and 3rd Classes.  
Return Tickets to Europe available two years.  
Return Tickets to Intermediate Ports available six months.  
For further particulars apply toP. THOMAS, AGENT,  
QUEEN'S BUILDING.

TELEPHONE 740

## OSAKA SHOSEN KAISHA.

REGULAR SERVICES.  
PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

### THE AMERICAN LINE TO TACOMA AND SEATTLE

In Connection with

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY CO.

For VICTORIA and TACOMA via MANILA, MOJI, KOBE, YOKKAICHI and YOKOHAMA

| Steamer        | Captain | Leaving                       |
|----------------|---------|-------------------------------|
| "CHICAGO MARU" | K. Hori | TUESDAY, 15th Feb., at 3 p.m. |

These Newly-Built Steamers of American Line have fair speed and are fitted with the Wireless Apparatus. Best adapted rooms for carrying Silk, Treasure and Parcels.

For BOMBAY, VIA SINGAPORE, PORT SWETTENHAM, PENANG, AND COLOMBO.

| Steamer                                     | Captain  | Leaving                     |
|---------------------------------------------|----------|-----------------------------|
| For TAMSUI AND KHELUNG VIA SWATOW AND AMOY. |          |                             |
| "KAIJO MARU"                                | Murakami | SUNDAY, 20th Feb., at Noon. |

For ANPING AND TAKAO VIA SWATOW AND AMOY.

| Steamer      | Captain      | Leaving                       |
|--------------|--------------|-------------------------------|
| "SOSHU MARU" | A. Kobayashi | WED'DAY, 16th Feb., at 8 a.m. |

### FOR TAKAO (DIRECT)

| Steamer          | Captain   | Leaving                     |
|------------------|-----------|-----------------------------|
| "NANKIN MARU"    | G. Manley | FRIDAY, 18th Feb., at Noon. |
| "SHIBETORO MARU" |           | MONDAY, 21st Feb., at Noon. |

These Steamers of Coast and Formosa Line have Excellent accommodation for First Class Passengers and are fitted with Electric Light and Fans.  
These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office).  
For FURTHER INFORMATION, apply toH. YAMAUCHI,  
MANAGER,  
Second Floor, No. 1, Queen's Building.

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## MARSEILLES AND LONDON

PROPOSED SAILINGS OF MAIL STEAMERS  
TAKING PASSENGERS ALSO FOR  
COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.  
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK

| Steamer  | Leave  | Leave    | Connecting Steamer | Due at     | Due     |
|----------|--------|----------|--------------------|------------|---------|
| YOKOHAMA | to     | SHANGHAI | from               | MARSEILLES | at      |
| YOKOHAMA | to     | HAI      | from               | MARSEILLES | at      |
| YOKOHAMA | to     | KONG     | from               | MARSEILLES | at      |
| 1916     |        | 1916     |                    | 1916       | 1916    |
| Feb. 12  | NAMUR  | Feb. 20  | Feb. 24            | MEDINA     | Mar. 26 |
| Feb. 27  | NANKIN | Mar. 5   | Mar. 10            | MONGOLIA   | Apr. 9  |
| Mar. 12  | NOYARA | Mar. 10  | Mar. 24            | MALWA      | Apr. 23 |
| Mar. 28  | MALTA  | Apr. 3   | Apr. 7             | WHIVA      | May 7   |
| Apr. 9   | NAGOYA | Apr. 17  | Apr. 21            | MOYTAN     | May 21  |
| Apr. 23  | NAMUR  | May 1    | May 5              | MAJOJA     | June 4  |

† Steamers proceed via Bombay.

Passengers change Steamers at COLOMBO.

An accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

Fares to London and Marseilles are as follows:—

|                                     | LONDON            |
|-------------------------------------|-------------------|
| 1st Saloon "A" Accommodation Single | £74. Return £111. |
| "B" " " " "                         | £68. " £102.      |
| 2nd Saloon "A" " " " "              | £62. " £78.       |
| "B" " " " "                         | £48. " £73.       |
|                                     | MARSEILLES        |
| 1st Saloon "A" Accommodation Single | £70. Return £105. |
| "B" " " " "                         | £64. " £96.       |
| 2nd Saloon "A" " " " "              | £50. " £75.       |
| "B" " " " "                         | £46. " £69.       |

IN ADDITION TO THE ABOVE MAIL STEAMERS  
(INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

### LONDON

CARRYING 1st and 2nd SALOON PASSENGERS AT REDUCED RATES

PROPOSED SAILINGS.

| STEAMERS | Leave   | Leave    | Leave   | Leave   | Due at     | Due     |
|----------|---------|----------|---------|---------|------------|---------|
|          | Y'HAMA  | SHANGHAI | H'KONG  | SP'ORE  | Marseilles | LONDON  |
|          | about   | about    | about   | about   | about      | about   |
|          | 1916    | 1916     | 1916    | 1916    | 1916       | 1916    |
| NELLORE  | Jan. 23 | Jan. 31  | Feb. 5  | Feb. 11 | Mar. 12    | Mar. 19 |
| MONGARA  | Jan. 29 | Feb. 11  | Feb. 15 | Feb. 21 | Mar. 23    | Mar. 30 |
| NORE     | Mar. 13 | Mar. 23  | Mar. 29 | Apr. 4  | May 4      | May 12  |

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO

FARES TO LONDON:

1st Saloon £82 Single £87 Return, 2nd Saloon £42 Single £63 Return

FARES TO MARSEILLES:

1st Saloon £84 Single, 2nd Saloon £40 Single.

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy

Owing to the War in Europe, Steamers and sailing dates are liable to be cancelled or altered without notice.

For Further Particulars apply to—

E. V. D. PARR,  
Acting Superintendent.

## NIPPON YUSEN KAISHA.

### THE JAPAN MAIL STEAMSHIP CO.

#### PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

| DEPARTURE                                                                          | STEAMERS      | Tons   | SAILING DATE                   |
|------------------------------------------------------------------------------------|---------------|--------|--------------------------------|
| LONDON VIA SINGAPORE, MALACCA, PENANG, COLOMBO, DURBAN, CAPE TOWN, and TENERIFE    | HITACHI MARU  | 13,500 | THURSDAY, 24th Feb., at Noon.  |
|                                                                                    | IYO MARU      | 16,000 | THURSDAY, 9th Mar., at Noon.   |
| VICTORIA, B.C. and SEATTLE VIA SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA        | KAMAKURA MARU | 12,500 | TUESDAY, 22nd Feb., at Noon.   |
|                                                                                    | TAMBA MARU    | 15,500 | TUESDAY, 7th Mar., at Noon.    |
| SYDNEY and MELBOURNE, VIA MANILA, BANGKANG, THURSDAY ISLAND, TOWNSVILLE & BRISBANE | AKI MARU      | 13,500 | TUESDAY, 15th Feb., at 4 p.m.  |
|                                                                                    | TANGO MARU    | 13,500 | TUESDAY, 14th Mar., at 4 p.m.  |
| CALCUTTA VIA SINGAPORE, PENANG and RANGOON                                         | JINSEN MARU   | 8,000  | TUESDAY, 15th Feb.             |
| BOMBAY VIA SINGAPORE, MALACCA and COLOMBO                                          | KIRIN MARU    | 8,000  | SUNDAY, 20th Feb.              |
| SHANGHAI, MOJI and KOBE                                                            | PENANG MARU   | 8,000  | THURSDAY, 24th Feb.            |
| SHANGHAI, KOBE and YOKOHAMA                                                        | KAGA MARU     | 12,000 | TUESDAY, 15th Feb.             |
| NAGASAKI, KOBE and YOKOHAMA                                                        | NIKKO MARU    | 9,600  | THURSDAY, 9th Mar., at 10 a.m. |
| SHANGHAI, KOBE and YOKOHAMA                                                        | MIYAZAKI MARU | 16,000 | THURSDAY, 24th Feb.            |

† Wireless Telegraphy.

#### SOME PRINCIPAL FARES.

|                                                         |                                   |
|---------------------------------------------------------|-----------------------------------|
| To London 1st Single Yen 600.                           | To Marseilles 1st Single Yen 480. |
| " " 2nd " 400.                                          | " " 2nd " 320.                    |
| " " 3rd " 300.                                          | " " 3rd " 240.                    |
| To London, Southampton, Liverpool via New York 200.13.0 |                                   |
| To Victoria, Vancouver, Seattle, Montreal 230.          |                                   |
| To Sydney, 1st Single £40.                              | To Melbourne, 1st Single £41.     |
| 1st Return £72.                                         | 1st Return £73.16.                |
| To Yokohama, 1st Return \$150.                          | To Kobe, 1st Return \$135.        |
| 2nd " 90.                                               | 2nd " 85.                         |

ROUND-THE-WORLD, YEN 1,045.

For Further Information as to Freight, Sailing, &amp;c., apply to—

T. KUSUMOTO, MANAGER.

TELEPHONE Nos 292 and 1941.

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